

Rain or snow tonight or Saturday; slightly cooler; easterly winds.

Table with 2 columns: Location and Temperature. Includes Astoria, B. Sea, Clifton, etc.

DESPITE WARNING FEARLESS RUSHES TO AID ROSECRANS

"Men Are Lost and You Will Only Run Yourself Into Danger," Captain Parsons Is Told, but He Goes On.

SAVES FORT CANBY LIFE SAVING CREW

Tug Gets Within 300 Yards of Wreck but Could Give No Assistance.

(Special to The Journal.) Astoria, Or., Jan. 10.—When all the details of the great work performed by the life saving crews and others in rescuing the three seamen from the rigging of the ill-fated Rosecrans is learned, no part of it will shine more brightly than that played by Captain Parsons and crew of the tug Fearless who ventured into the very jaws of death when the captain ran the vessel to within 300 yards of the wrecked Rosecrans, and by so doing was able to rescue the Fort Canby life saving crew from its disabled boat.

Captain Parsons for the first time told of his thrilling and hazardous experience during the day. Captain Patterson, the river pilot of the wrecked Rosecrans, was the first to acquaint the Fearless' master of the plight of the steamer. Going to the pilot's office at 8 o'clock Tuesday morning he found the captain of the Fearless.

"Why haven't you gone to the assistance of the vessel?" asked Captain Patterson. Captain Parsons replied that he did not know she was in trouble, but jumping to his feet, cried:

"My God, no one will be quicker than I."

Running to the dock where the Fearless was taking oil, he told the crew to stop and get ready quick, as the Rosecrans was wrecked.

Picks Up Patrol

"In getting down to the vicinity of the bar," said the master of the Fearless last night, "I tried to get the position of the wrecked vessel. I thought I would cruise south toward Tillamook and crossed over the same time as the steamer Bear. In the thick mist I could find no trace of the disabled steamer. We came back to Hammond and there met a member of the Point Adams life-saving crew. He said he had patrolled from the jetty to the Peter Fredrick and could not find her. He wanted to know if we were going out again and wanted to go along. I told him we were, and that I would be glad to have him go along."

"We started out again and had reached No. 4 buoy when we met the Onoenta coming back. I think this was about 12 o'clock.

"At No. 5 buoy we met the Tatoonah. I asked Captain Reid if he knew the position of the Rosecrans, and he replied that she was on Peacock spit, and that we couldn't be of any assistance to her. He said there was no chance to get out to her and that all hands were lost. I replied that I would go in as close as I could. We went on and passed the Manahita between buoy No. 5 and the end of the jetty. We stood up close to No. 5 black can buoy and one of the crew exclaimed:

"I think I can see her mast."

"A moment later he announced that there were men in her rigging. I then wired the following to Captain Wilde:

"Can I be of any assistance to the life saving service? If by coming out to the bar and working under North Head, can I work down to the wreck?"

Oil Quiescences

The following answer came back: "Yes. There are still three men in the rigging. I think if you came around"

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COOS BAY DELEGATION CONFERS WITH SOLONS CONCERNING JETTY AID

Plan of Action Will Be Arranged Not to Antagonize Engineers.

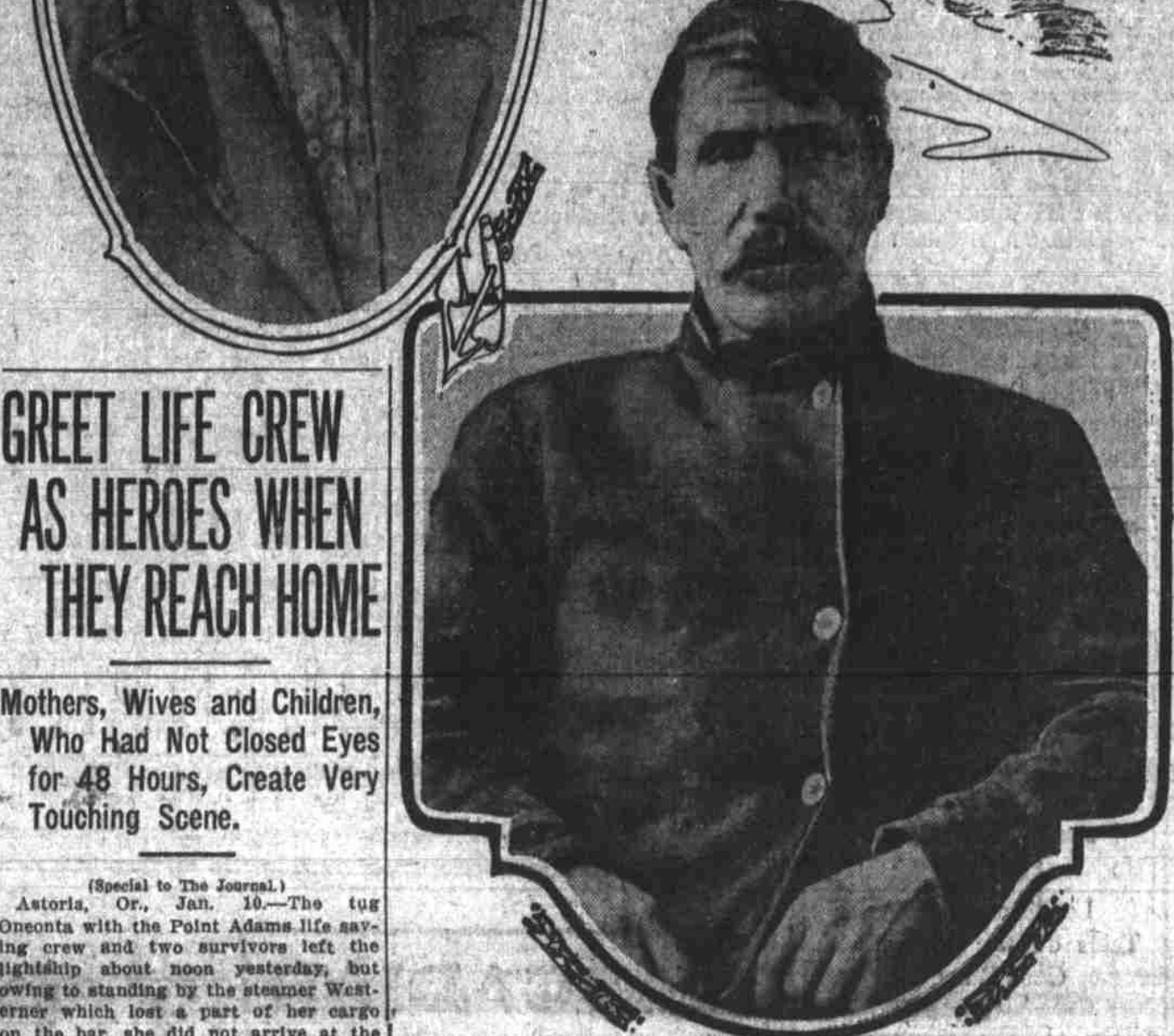
(Washington Bureau of The Journal.) Washington, D. C., Jan. 10.—A. A. Smith of the Smith Lumber company, D. C. Green and Dr. J. T. McCormac of the Marshfield Chamber of Commerce, held a long consultation yesterday afternoon with Senator Bourne regarding the best manner to proceed with respect to their petition for congressional aid in repairing jetties at Coos Bay.

As matters stand, the bureau of engineers in Washington are opposed to the jetty system which is favored by the local engineers.

In order to push the policy favored at Coos Bay without antagonizing the bureau of engineers, it is giving the committee that has just arrived deep thought. No information has been given regarding the course that will be pursued, in fact it was stated at Bourne's office that there would be nothing to say in all probability for several days. Bourne said he intended to do everything in his power to assist the committee.

At Chamberlain's office the information was forthcoming that Chamberlain was greatly interested in the desire of the Coos Bay people, and that the senator was pledged to go the limit in helping them to win their cause. As he had three committee meetings yesterday morning, and many calls on his time, the attention was not in the confidence of the senator's office.

TWO MEMBERS OF ROSECRANS CREW RESCUED FROM WRECK



Above—Eric Lindmark, ship's carpenter. Below—John Stenning, quartermaster.

GREET LIFE CREW AS HEROES WHEN THEY REACH HOME

Mothers, Wives and Children, Who Had Not Closed Eyes for 48 Hours, Create Very Touching Scene.

(Special to The Journal.) Astoria, Or., Jan. 10.—The tug Onoenta with the Point Adams life saving crew and two survivors left the lights about noon yesterday, but owing to standing by the steamer West-erner which lost a part of her cargo on the bar, she did not arrive at the O. W. R. & N. dock until 3:30 o'clock. The tug stopped at Hammond long enough to let off the Point Adams life saving crew and never did men receive a more hearty welcome. The dock was crowded with the wives, daughters and other relatives and friends of the crew and when they clasped their loved ones once more it was a touching scene. Every resident in the west end of the county was there to greet the men and praise them for the noble deed they had accomplished.

The wives and daughters of the men in the boat had hardly closed their eyes in sleep for 48 hours, and weeping for joy they threw themselves into the arms of their husbands and brothers.

West Adrift With Dead Oiler. According to the statement of Captain Anderson and crew of the Onoenta, the lifeboat at the stern of the lightship was lost about 9 o'clock. The line got afloat of the anchor chain of the lightship and sawing on this caused the line to part. The body of the dead oiler went adrift with the boat. It is hoped that the boat may be picked up, as it was not damaged in the least in its battle with the tide. Like the members of the crew, it did its work nobly and well. Captain Wicklund says that the engine works in better shape and worked like clockwork.

A crowd of spectators was at the wharf here to hail the shipwrecked mariners, and many greeted them with hearty handshakes as they reached the dock. The men were hustled into the Port of Portland's office.

"I was in my bunk awake when she first struck," said Eric Lindmark, the ship's carpenter. "It was just the slightest"

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O. A. C. FACULTY MEN HAVE BLACK EYES AS RESULT OF FIST CLASH

Regents May Act Following Encounter of Prof. E. B. Moore and C. A. Dobell.

Oregon Agricultural College, Corvallis, Jan. 10.—A disagreement over the matter of some typewriter ribbons, to be used on the machines of the commerce department, led to a petty quarrel, which may lead to some serious action on the part of the board of regents of the Oregon Agricultural college. A couple of black eyes are the only visible results, at the present time, but developments will follow.

The trouble is said to have started when Assistant Professor E. B. Moore of the stenography classes went over to the business office to get some new typewriter ribbons for his machines. C. A. Dobell, business manager of the college, stated that there were already some ribbons at the college bookstore. These ribbons did not suit Professor Moore, who asked Dobell to order some more.

Upon the refusal of the latter party to order them, an argument ensued, which resulted in blows being exchanged. Both of the participants in the affair have black eyes. But further than that, nothing could be ascertained definitely.

The matter has been taken up by the proper authorities, and a rigid investigation is being conducted.

HYDE AND SCHNEIDER ASK TAFT FOR PARDON

Washington, Jan. 10.—Applications for pardon by Frederick A. Hyde and Joost H. Schneider, convicted of conspiracy to defraud the United States in connection with the California and Oregon lands, are on file here today with President Taft. Hyde was sentenced to two years' imprisonment and a fine of \$10,000 and Schneider was given 14 months and a \$1000 fine. Their rights to executive clemency are under investigation today by Attorney General Wickersham.

FROST DAMAGE MAKES 200 LEAVE STANFORD

Stanford University, Calif., Jan. 10.—More than 200 Stanford University students have left here since the frost damage to the citrus crop of southern California and many others expect to leave before the end of the present semester. The students were recalled by their parents, many of whom suffered heavily from frost damage to orange and lemon crops.

PREDICT FOREIGN INTERVENTION IN BALKANS AT ONCE

Sir Edward Grey Expected to Ask Resumption of Peace Negotiations; Would Mean Powers to Take Hand.

ROUMANIA NOTIFIES IT WILL INVADE BULGARIA

Turkish Troops at Tchatalja Demand Resumption of War, Threaten Sultan.

(United Press Leased Wire.) London, Jan. 10.—Generally accepted as forecasting intervention by the European powers to settle the Turkish-Balkan war, it was announced late today that the peace envoys probably would meet tomorrow at the request of Sir Edward Grey, the British secretary for foreign affairs. Reschid Pasha, chief of the Turkish plenipotentiaries, visited the foreign office this afternoon and intimated that a resumption of the peace conferences with the Balkan envoys would be possible only at Sir Edward's request. It was strongly intimated that the British foreign secretary would make this request, which is understood to amount virtually to foreign intervention.

Paris, Jan. 10.—Formal notification that it would invade Bulgaria within two days unless granted certain territorial demands was served on the powers today by Roumania, according to information secured from a semi-official source.

London, Jan. 10.—The Turco-Balkan peace negotiations are rapidly approaching a crisis. Although today had been tacitly agreed on for a resumption of peace, up to noon neither the Turkish nor the Balkan plenipotentiaries had requested a reopening of their meetings, despite the fact that the gallery of St. James palace had been prepared for their use. Each side says it is up to the other to make the first overtures. It is stated on high authority that if the Turkish envoys fail to set in a

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PUJO SENDS DOCTOR TO VIEW ROCKEFELLER

(United Press Leased Wire.) Washington, Jan. 10.—A government medical expert will leave Washington late today for Florida, where William Rockefeller, the Standard Oil magnate, who has persistently refused service of a subpoena to appear before the committee investigating the "money trust," will be subjected to a thorough physical examination. The millionaire's personal physician has asserted that Rockefeller's life would be endangered by testifying before the committee at this time.

In announcing the departure of the expert, Representative Pujo, chairman of the committee, says the examination probably would take place at Miami, Fla., upon Rockefeller's return from the Bahama Islands.

O. W. R. & N. WILL DONATE HIGHWAY RIGHTS TO STATE

Road Makes Tender to Washington of Old Right of Way From Vancouver to Tacoma—Covers 130 Miles.

NORTH, SOUTH TRUNK IN OREGON DISCUSSED

Action of Harriman Line Follows That of Northern Pacific as Announced.

Following news from Seattle that the Northern Pacific Railway company has offered to donate to the state every foot of its right of way between Vancouver and Tacoma, it became known today that a similar offer has been made by the Oregon-Washington Railroad company, through President J. D. Farrell.

The Oregon-Washington company has agreed to present to the state every foot of its right of way between Vancouver and Tacoma, except such small parts of it as may now be used by the company, on the one condition that no other railway, whether steam or electric, ever be permitted to build upon it.

This right of way is practically 130 miles long. It covers the entire route obtained by the railroad several years ago when it was planning to reach Tacoma and Seattle by building a line of its own paralleling the Northern Pacific track.

Just before construction work was to begin, the two roads, with the Great Northern, reached an agreement to rebuild and double track the Northern Pacific line on a joint ownership and ex-

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LOUIS WILDE WOULD GIVE TVEITMOE'S BOND

San Francisco, Cal., Jan. 10.—Bonds to the amount of \$125,000, pledged in cash and real estate holdings by 34 local union leaders and friends of organized labor, are in the hands of United States Commissioner Krull today for the release from Leavenworth federal prison of E. A. Clancy, who is under sentence of six years for dynamite conspiracy. Krull said he would immediately forward the bonds to Leavenworth prison for Clancy's signature, after which they will be transmitted to Indianapolis for approval by Federal Judge Anderson and District Attorney Miller.

It is reported here that Louis Wilde of San Diego has volunteered to furnish the entire amount of bonds necessary for the release of Olaf A. Tveitmoe, under similar sentence with Clancy. United States District Attorney A. J. McCormick of Los Angeles, it is said, has wired District Attorney Miller at Indianapolis for authority to proceed with the arrangements for Tveitmoe's release on bond. Job Harriman and LeCompte Davis are in charge of the matter in Los Angeles.

DELEGATES URGE SUBSTITUTE PLAN FOR CAREY ACT

Foes of Present Irrigation Law Would Have Government, State and Private Agencies Cooperate in Reclamation.

\$50,000 MAY BE ASKED FROM THE LEGISLATURE

Money Sought to Investigate Various Work on Foot; Deschutes Basin First.

Following the determined attack on the Carey act, the Oregon irrigation congress is today proposing as a substitute a plan of cooperative reclamation by government, state and private agencies.

The first definite expression of the proposition that the state should share the cost of reclamation with the government is a resolution to be voted on late today, which asks of the legislature a \$50,000 appropriation to be used by the state engineer in detailed investigation of one or more feasible projects in Oregon, the government appropriating a like amount, and necessary water right withdrawals being made.

It is assumed that the first investigation will be of the great Deschutes basin project urged by Joseph N. Teal, chairman of the conservation commission, before the congress yesterday.

Red Tape Decried

Against the Carey act in operation is urged that it permits promotion and speculation, reflected in exorbitant costs to settlers. Complaint is made against delays of government reclamation service due to red tape and rules. No fight is being made on the reclamation service itself.

Quick development and low water and land costs will result, it was asserted, from adopting the districting plan, whereby settlers have the governing power of a municipality, both government and state being entitled in aid thereof, with all regulated to the best interest of the majority and the exclusion of speculative greed or graft.

The executive committee of the congress decried this morning a report

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BETTER CAR SERVICE ON FOUR EAST SIDE LINES PLEDGED CITY

One More Car to Run in Rush Hours to Richmond, Woodstock, Mt. Scott, Hawthorne

Hearing the popular clamor for better streetcar service, and at last giving concrete evidence of a desire to carry out repeated promises made to the people of the city, the Portland Railway, Light & Power company today, through Fred C. Cooper, superintendent of city lines, announced that one additional car would be put on the Mount Scott, Hawthorne avenue, Richmond and Woodstock carlines during the evening rush hours. The improved service will be inaugurated within the next few days.

The announcement today was the result of an investigation by Superintendent Cooper and Allan B. Joy, chairman of the special council committee, appointed by Mayor Rushlight to study local traffic conditions on streetcar routes.

"We boarded outgoing cars on each of the lines crossing the Hawthorne bridge," said Mr. Joy. "We found that the first car that leaves for the suburbs in the rush hours of the evening was greatly overloaded, more than 50 per cent of the passengers being compelled to stand up. The next car would be so crowded and the third car on each line would have very few standing passengers."

"The rush began at 4:30 o'clock and at 4:45 the rush had subsided. Superintendent Cooper agreed with me that an extra car on each line would be a great improvement. A report of our inspection will be turned in to the city council."

Councilman Joy will inspect the traffic conditions on other carlines as soon as he can find the time. Reports of each inspection trip will be submitted to the council. It is probable that the streetcar company will announce other improvements in the near future.

M'CUSKER POSTMASTER, BURGARD, COLLECTOR

(Washington Bureau of The Journal.) Washington, Jan. 10.—Although President Taft is out playing golf, all Oregon nominations are ready to be reported to the White House. It is understood that the president is carrying in his pocket the following names, which will be sent to the senate, probably tomorrow.

Tom McCusker, postmaster, Portland; John Burgard, collector of customs, C. V. Johnson, appraiser.



WILL HE HOOK BEHIND?

J. E. Murphy